



The Mountain GAZETTE

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An Official Publication of the Train Mountain Institute and TM Railroad - Issue: Vol. #4 Issue #3 **November 2018**

November started off more like what one would expect in September weather wise, then toward the end of the month we finally got some rain. Thanksgiving week brought several public visitors looking for rail tours. By this time the temperatures were cold, but that didn't slow down Dave Savage or Dick Miller and others from making the visitors happy.

By viewing the WEB-CAM-GALLERY, it is apparent that some Members have some really nice looking new trains.

Finally, the 2018 Triennial DVDs and BluRays are available in NTSC format. We are looking into getting a few copies made in the PAL Format, but will not have an answer to this until sometime in January. The video can be ordered on-line by using the link on the right. The Link is also available on the TMRR homepage.

AED update by Tom Watson

The AED was delivered on Monday, Nov. 5, 2018.

Here is what we received:

Zoll AED Plus (Fully-Automatic) w/prescription includes:

ZOLL AED Plus - Fully-Automatic with AED Cover

(1) RX Medical Prescription

(1) Set of CPR D-padz electrodes (1) Battery Pack (1) User Manual

(1) Demo Setup DVD

(1) Carrying Case

(1) ZOLL - pedi•padz® II Pediatric Multi-Function Electrodes

(1) Heart Smart AED Wall Cabinet (w/standard alarm)

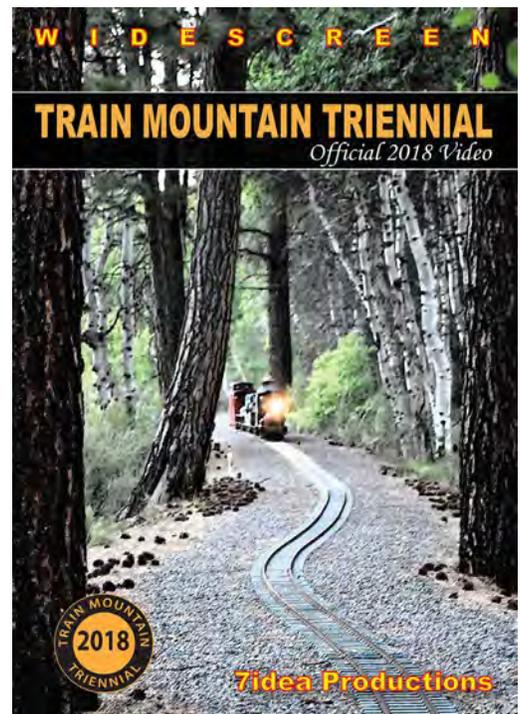
(1) 2-Way AED Wall Sign

(1) Heart Smart CPR/AED Rescue Kit

(1) HeartSmartPro - AED Management Program.

The next step in the process will be to get the unit mounted in a permanent location, and then to get some people trained. John Merwin will be the Training Coordinator. More details will be provided as we gather the information.

2018 TRIENNIAL VIDEO AVAILABLE NOW



Click here to purchase online
or go to

<https://trainmtn.org/tmrrmembers/videosales1.aspx>

Join Train Mountain now!!

Please Use the Online App to Register or Join-- <https://trainmtn.org/tmrrmembers/>

From the Desk of TMRR President November 2018

By Jeff Mills

November is the month of the Thanksgiving Holiday with Christmas and New Year's Holidays fast approaching. Train Mountain Railroad and Train Mountain Institute have had an exceptional year with membership increasing to a record number and daily visitors at an increasing frequency. Thanks to everyone for their participation and volunteering in important areas.

We still need help to meet, greet and process our daily visitors. It is vital the office get a committed volunteer for each day of the week for this task. Even a commitment of half a day a week would be appreciated.

Soon, we will be welcoming a **new type of visitor**. They will be from an organization known as **Harvest Host**. Harvest Host is a resource for RV campers to discover a unique experience during their RV explorations. There is a very specific code of conduct that covers their overnight stay at Harvest Host locations, of which we are a newly registered site. Membership in Harvest Host is required. A 24-hour notice prior to arrival is also required. To learn more about Harvest Host, go to their web-site www.harvesthost.com for a thorough explanation of their rules, membership and much more. This is one of many ways we are expanding our reach to the public. Please welcome all our visitors and interact positively with them to provide the best possible experience at Train Mountain. When we do, membership is always a good possibility and we love getting new members.

This month saw the passing of good friend and TMRR Member, Richard Hoffman. Despite only making one trip to Train Mountain, he was an active supporter of the Live Steam Hobby. He was instrumental in the passing the new Hobby Boiler Inspection legislation in Washington State in 2018. This legislation had sat in committee for 5 years with little chance of it reaching the floor for a vote and passage. He had numerous meetings with our State Senators and Representatives and headed up a letter writing campaign which resulted in the passage of the law that allows hobby boilers to be self-inspected. While this legislation is great for Washington State and it's clubs, it also provides a precedent for others states if and when they choose to undertake this type of legislation. For this, the entire live steam hobby owes Richard a debt of thanks.

Membership and meet registration for the 2019 year is now open and can be done online or by snail mail if you prefer. Please follow the instructions on the website.

The 2018 Triennial Video is also available and is fantastic as 7Idea Products have improved on their great previous work. The New Triennial Video shows a lot more of the inner workings of Train Mountain than in previous Triennial Videos. Please consider purchasing this video to share with interested friends and families. Many of you and your trains are the Stars of this video. Does this sound like a good Christmas gift?

Dennis and Charlie Bill have been observed going out each morning to work on track. Their main focus has been Midway Circle which should be nearing completion as this article is being written. If you have any concerns about our track or have any suggestions for future track work, please contact me or Dennis Ward.

Our efforts for a grant for our Forestry Project are ongoing. We had a visit from the Manufacturer's Representative of **FECON**, a company who manufactures heavy duty brush cutting/mulching equipment. Tom and Russ gave him an extensive tour of Train Mountain Property, showing what challenges we have in front of us. **FECON** will be making recommendations of equipment for us and has worked with organizations that have been funded by grants.

Happy Holidays to everyone and drive safe if you plan to travel!

WHEN FAIL SAFE FAILS

By Dick Miller

Fails safe systems are mechanical human made systems that can fail, either from mechanical failure, or misuse. Train braking systems are inherently fail safe, but there's always an exception, due to system failure, or failure to use and test the system properly. Last October 4th the Union Pacific experienced a major collision of two trains about 18 miles west of Cheyenne, Wyoming that cost two railroaders their lives, and derailed three locomotives and 68 cars on two trains. A runaway train rear-ended a stopped train. So far the only thing that's revealed in the preliminary NTSB report is that the engineer of the runaway train lost control as the train approached 50 mph going downhill, the engineer so advised the dispatcher at the Harriman Dispatch Center, who in turn notified the crew of the stopped train to abandon the train for safety due to the impending collision. I won't speculate as to the cause, other than to reveal what's in the preliminary NTSB report.

The preliminary report indicated the train recorder (sometimes called the black box, that may not be black) indicated the air flow to the train line was showing 24 CFM on up-grades, and 0 CFM on down-grades, before cresting Sherman Hill, and beginning the long down grade where the air flow again reduced to 0 CFM.. An air flow not exceeding 60 CFM is permitted as this is air replacing normal train line leakage, and can be used as an alternative to the 1 minute terminal brake test that allows an air loss not exceeding 5 PSI during the 1 minute pre-departure air test. The zero air flow was abnormal and would indicate a kink in an air hose, or other air line blockage when the train was bunched going downhill, or an intermittently closed angle cock which is unlikely since the changing air flow was occurring on a moving train.

Herein lies some questions to be addressed in the final NTSB report. Was an air test performed at the originating terminal, or after any changes in the train consist, as required by law and operating rules? Why did the engineer not notice and act on the extreme changes in air flow, as should have been indicated on a properly working air flow meter in the cab on the lead unit, and was the air flow meter working correctly? And since the train speed increased to 50 mph, were the dynamic brake requirements calculated correctly for the tonnage of the train, and were the dynamic brakes working on all units? The dynamic brakes wouldn't necessarily allow the train to be stopped, but would at least control the downhill speed, reducing the severity of the collision.

Finally, the train was evidently using an ETD (end of train device, or FRED) that should have (and may have) been tested for operation and communications with the lead engine when installed on the train before departing the originating terminal. Had the ETD been working the engineer would have been able to use the HTD (head-end train device) to make an emergency brake application from the ETD, by releasing the air from the train line where the air was evidently bottled up preventing a normal brake application from the lead engine. The report should show if there was a communications failure, or mechanical failure with the ETD device, since an emergency brake application in this case would have been possible from a properly functioning ETD.

We'll have to await the final NTSB report that will assess the human and mechanical factors that caused this accident.

If nothing else, we should always remember that errors are committed, and mechanical things fail, so whenever possible we should always operate our trains in a manner that allows the greatest margin for mechanical failure or operator error.

Why Train Mountain Uses Steel Rail

By Jeff Mills

Recently I saw a post on social media with a question of why Train Mountain Railroad converted from aluminum rail to steel. To answer this question, let's review our history.

The rail profile that Train Mountain uses is from the rail originally supplied by Railroad Supply. This profile has become known in the hobby as West Coast Rail. The original track installed at Train Mountain from 1987 to 1999 was aluminum West Coast Rail on Port Orford Cedar ties at 2"x3"x16" with 2" tie spacing. This track system could handle a 400 pound axle load and had an expected life of 10 years.

After 12 years of use, this aluminum rail was showing wear and a decision needed to be made whether to continue to use aluminum or make an upgrade. Based upon the kind of traffic and weather conditions Train Mountain experiences, an upgrade was required. In 1999, Train Mountain received its first shipment of steel rail. The rail was purchased from Switzerland and made in the West Coast Rail profile to be compatible with the aluminum rail in place. For over 15 years, the track panels have been constructed with recycled plastic ties instead of wood.

Steel rail has many characteristics that make it superior to aluminum. However, steel rail requires more tooling and more steps in panel construction. Steel rail is also more expensive per foot. The most favorable characteristic of steel rail is its bridging strength. This is important in freezing weather where frost heaving is a problem. Aluminum rail tends to hump from frost heaving and requires trimming in the spring. Steel rail must be pre-radiused before the track panel is constructed, one of the additional steps and tooling mentioned earlier. Pre-radiused steel rail holds its curvature better than aluminum rail which is radiused as it is laid. This is also why aluminum rail tends to kink at the joints. Another problem with aluminum rail is the outside rail of a curve tends to get a larger radius with use from the centrifugal force exerted on it. This causes gaps at the joints that can grow to one inch or more. In extreme cases, it has been necessary to stake the ties to prevent this movement. Of course, one attribute of steel rail is its resistance to wear. Aluminum rail has more thermal expansion and contraction than steel rail. Train Mountain can see a daily temperature swing of 50 degrees in a day and sees close to 80 degree seasonal temperature change. Steel panels are heavier at 100 pounds per panel as compared to the Aluminum panel at 86 pounds per panel. This additional weight helps to keep the ties in the ballast during freezing weather. Overall steel rail is less flexible which reduces the need for track trimming.



Train Mountain has found a 12" offset of the rails on each panel works the best as this offset reduces panel damage when handling the panels over a longer offset. Train Mountain use Spall rail joiners at all joints with the exception of insulated joints where a special rail joint has been developed by the signal crew. The Spall rail joiner is quick to install and does not need the drilling and installation of screws and nuts that the fishplate type of rail joiners require. This rail joiner greatly speeds up track installation.

Train Mountain has the Big Build Meet each September where we usually plan on laying a thousand feet of track a day. There is considerable prior planning, staging and ground preparation to accomplish this goal. Train Mountain is currently replacing our aluminum rail on wood ties with steel on recycled plastic. The track with wooden ties is up to 32 years old. The UV light has deteriorated the wood to the point that the wood will not hold the track screws. There is approximately 6 miles, or 30,000 feet, of Main track to be replaced. Sidings and yards will be eventually replaced with aluminum on plastic. We will not be adding new track until the Main Track replacement project is completed.

If you are interested in more about Train Mountain's track or other general information, please visit our website at train-mtn.org. Go to the left tab to find Popular Documents and then select the Train Mountain Encyclopedia. Much of the information in this article came from that document.

If you have additional questions or wish to volunteer to work on track, please contact me via e-mail at jhmills51@hotmail.com, Subject "Track Question". I will answer any questions or refer them to a person who can provide that answer.

Train Mountain TIES One On

In the beginning the railroad was created with wood ties and aluminum rail - and it was good.

At that point in time aluminum was about 25% the cost of steel rail so the decision was made to go with the aluminum rail given the scope of Quentin's Dream. Steel versus aluminum rail is now close to the same price. Our steel rail comes from Switzerland and is of a really good quality. This is important because of the many processes that we use to make our switches and track panels.

The wood selected was Port Orford cedar, well known for its durability and availability in Oregon. The wood ties were good for 25 years so the prospect of using them sounded like a good solution. However we are now 31 years young and for the past few years we have been using plastic ties.

The plastic material is made from recycled plastic and for the first couple of years was a readily available material. In fact, industries willing to use the recycled materials were paid to take truckloads of recycle. Now those same industries must buy the recycled material and pay for the trucking. That alone significantly increased the cost of plastic ties to the end users.

We have been working with a Canadian company that not only supplied the plastic material but they also developed the molds used to make our specific ties.

Presently, the railroad has 37 miles of track with about 6 miles still using wood ties. This does count the Main Yard which is still mostly wood track panels and switches.

Train Mountain also wants to continue to grow and get track into other areas of the 2,200 acres of property. A problem started to appear about 2 or 3 years ago that has just been getting worse as time went by.

The problem was we wore out the original molds. They got so bad that the supplier actually started using his dimensional lumber molds for our tie material. This caused all kinds of grief in the Track Shop as the ties no longer worked well in our extensive set of tie jigs.

This summer we embarked upon a quest to find additional sources for plastic ties that matched our existing ties. We did find a few sources that were willing to make some ties but their costs were way out of line. Add into this equation the fact that recent trade war with China has increased the recycle material pricing yet again. Plastic is getting expensive.

We have since worked out an arrangement with our original long time supplier and have now ordered new molds for our ties and another load of ties when the molds are completed. We should be back in stock by mid to late December.

OBITUARY

Alford (Al) Taylor, a very long-time member of Train Mountain since its early days, passed away on July 30, 2018. We thank Al for everything that he did for Train Mountain. We will miss seeing him here. Our condolences go to his wife Alma, his family and his many friends.

Weed Spray Train Crews Needed

Train Mountain has an extensive weed control program. We have a dedicated weed control train as well as a dedicated weed control 'gator. For the past several seasons Boyd Butler and Bill Kludt have operated the equipment. Now both members feel that the equipment is sufficiently well developed that the general membership can participate.

The weed management season coincides with the TM organized meets season: the Spring Meet until the Fall Colors Meet. Generally one pass over the railroad per work week is sufficient. Different volunteers can arrange to do one or more sessions.

Members interested in participating should contact Boyd Butler directly. You will receive thorough on-the-job training and Boyd will be available to provide supplies, parts and repairs.

This is a neat opportunity to contribute to TM in a big way while running an interesting train. Arrangements to use a TM loco on the train are possible. You get to see all the railroad while contributing a much needed service.

Train Mountain on Oregon Public Broadcast Links

The new segment on Train Mountain and other Oregon destinations was aired in their Thursday, November 9th broadcast of Oregon Field Guide.

You can now view the entire segment directly on the opb.org website here:

<https://watch.opb.org/video/3006578129/>

OPB has made the Train Mountain part of the broadcast available on Facebook,
and can be viewed without being a [Facebook member by clicking here.](#)

Train Mountain Library

November 2018



See Tracks. Think Trains. Library staff was asked to prepare a talk about safety at railroad crossings for a large group of homeschoolers from Klamath Falls. Using some Lifesaver Educational Rickmans and the to enhance the walking out to the what happens through - horn sounds, light flashes, gates lower, etc. Steve and Jim created different scenarios, emphasizing the proper safety procedures at various types of crossings. And, of course, Train Mountain provided train rides for the kids.



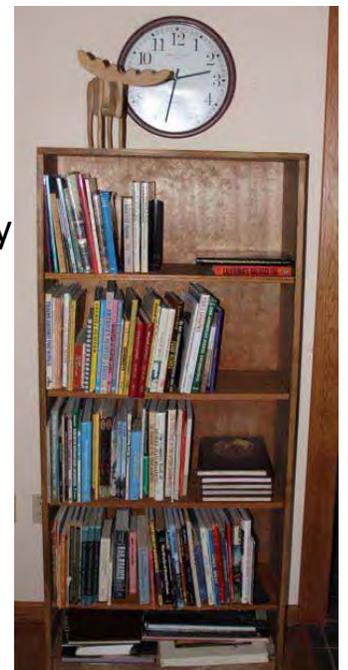
of the Operation materials, the Panziks decided lessons by actually crossings and seeing when a train passes



In an effort to increase library shelf space, Jim Rickman built a large new bookcase. With the addition of this bookcase, all available wall space

has been filled. All books have been shelved, alphabetically by author for easy access to the collection. Sliding wooden shelf labels are currently under production.

The Library staff wishes everyone a Happy Holiday Season!



Greetings from Joyce at the front office:



It's November and since we are heading into winter, it has gotten chillier and chillier. We got some rain and a tiny bit of snow over the Thanksgiving weekend. Predictions are for some more snow by the end of this week. Time to bundle up, put shoe chains on our boots and prepare for shoveling snow!

The visitor traffic has whittled down to a winter trickle, but they are still coming in. This month we have had folks visit from Montana, California, Oregon and Washington. One of the families from California originally came from Russia.

Barbara Ward continues to be a great help with the visitors on Mondays and also with helping me get the 2018, 2015 and 2012 Triennial DVD and BluRay orders package-ready for shipping. Casey Williams has also helped a few days in the office by folding and stapling 2019 member handbooks. Thanks so much Barbara and Casey. Keep up the great work!

Kitties, Charlie and Maggie, are growing. Charlie has been warned about not making any long distance phone calls as he pads his way across the phone. He has gotten the knack of pushing the button for an outgoing line to get a dial tone. Oh yeah, and on speaker, too! He's probably smart enough to learn to push the release button to hang it up, but it's a bigger game for him to make me come to the phone to do that. So, he just gives me a knowing but nonchalant look when I try to teach him to step on the release. Maggie likes to chase computer cursors. I hope she is as diligent about chasing real critters. Together Charlie and Maggie are great pals.

The first AED (Automated Electronic Defibrillator) and supplies have arrived. Next comes training and we are deciding on who should do that and when. We eventually want to have three defibrillators available at Train Mountain: one at Central Station, one at the Backshop and one at the Motor Pool. If you want to donate toward the remaining two AED's, you can do so online, in the office or by mail.

2018 has whooshed by incredibly fast. Just one month left! Maybe 2019 will seem to stay around a little longer?

We are now at 154 members for 2019 and growing. You can renew or join online, by mail or in the office.

Here's wishing you and yours very Happy Holidays!

Joyce

11/28/2018

Banquet Ticket Sales

It is very important to purchase your Meet Banquet Tickets by Noon on the Friday before the Meets Saturday Banquet.

We must get the number of attendees to the caterer to make sure there is enough food to feed everyone.

If you plan to arrive on the Friday of a Meet, please call the TMRR Office during business hours and provide your name and number of guests so we can add those to the attendee count.

We want everyone to have the opportunity to attend these functions and enjoy a full meal!

This is your newsletter!
Thank you to everyone that took the time to submit articles this month.
Please keep it up!

WE ARE ALL VOLUNTEERS

DON'T YELL AT ME, I AM A VOLUNTEER!

I AM NOT A ROBOT!

There have been a few changes made to the member's site, specifically where payment information is entered. The most noticeable change is that we have added a question asking if you are a robot. You check the box and depending on a bunch of things, you may be asked to choose from a set of pictures. You may be asked to click the pictures that show street signs, or click on pictures that show store fronts. It seems silly, but the questions and challenges are carefully crafted and updated by Google, and have an amazing success rate at determining if the entity pressing the keys is a real person or a computer program ("robot") trying to gain access.

The technology is called "CAPTCHA", or in our case "reCAPTCHA" and is quickly being the standard for online protection against robots, which pose a real problem to web sites. This is replacing the (to me) very irritating practice of trying to figure out what letters and numbers they are showing in fuzzy text. If you have questions or problems getting around the new challenge (or if you are a robot!), feel free to give Joyce a call in the office.

Dale Furseth

"the computer guy"

Volunteer Hours Reporting

Dale Furseth has worked his techie magic on the member's part of our website again. You can now report your monthly volunteer hours online. From the Train Mountain Railroad home page, click on "Online Member Resources: Join Train Mountain: "Register for Meets", then on "Enter Volunteer Hours" or go there directly with this link: https://trainmtn.org/tmr-members/Member_VolunteerHours.aspx

Choose your name from the drop down menu, enter your total hours in the box that matches the month you are reporting your hours for and click on "Update Information" to submit them. So-o-o simple! We hope you enjoy using this new feature.

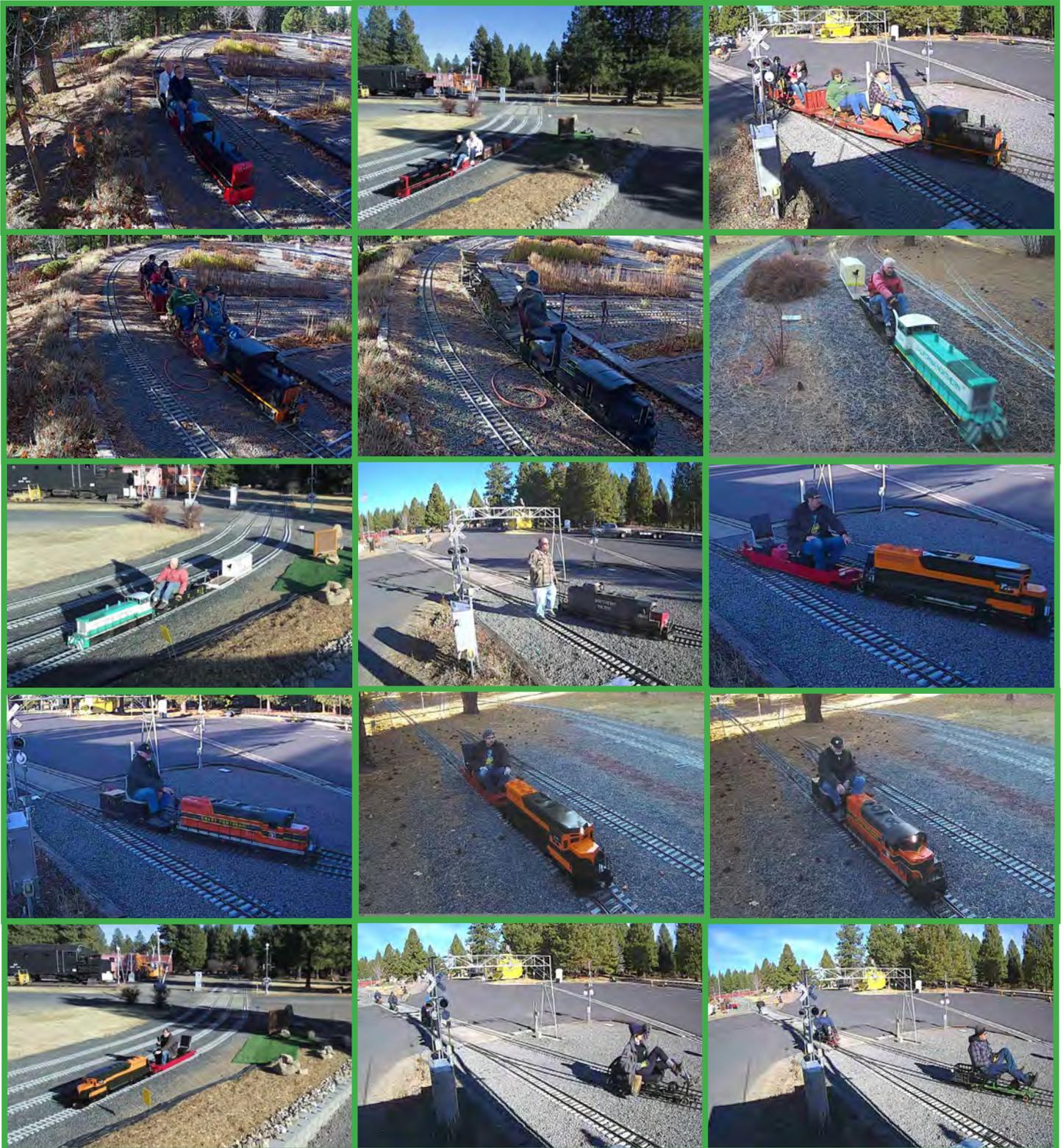
Please submit your volunteer hours. If you work off site or at home on Train Mountain projects - these hours count.



REMEMBER: No job is complete without the paperwork!

WEB-CAM GALLERY

Photos by: The Web-Cam



Please Use the Online App to Register or Join-- <https://trainmtn.org/tmrrmembers/>

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NOTICES

Gazette PUBLICATION DEADLINE:

Submissions to the Gazette must be received by the 15th of the month of publication. The fifteenth of the month is to be the last day to submit material. Material received after the 15th of the month may be held until the following month or rejected.

SUBMISSION CRITERIA

Articles and ads may be submitted via a pdf file, MS WORD, Open Office, notepad, or similar text file attached to an email. **The email SUBJECT line must include your article title and a date. Please give each article a distinct file name with your name and a date.** If everyone submits an article named "article for gazette" or something similar it will often get overwritten by another article with the same name when downloading. **Articles sent as text in a email text will no longer be accepted.**

Please use a common open source FONT such as ARIAL that can be displayed in all Browsers, and is easy to read. Please do NOT use the Calibri font, as we must take the time to convert it to Arial.

If your document has an embedded image, you must also include the image separately as a jpg, png, or similar image file.

Visitors to Train Mountain:

Train Mountain is very popular and is continually attracting visitors from throughout the world. We announce that our hours are from 10:00 AM until 3:00 PM Monday through Friday during the summer, and 10:00 AM to 2:00 PM during the winter. The office is closed on weekends except during meets, and then only when volunteers are available to open the office.

Our insurance advisors request that all people (members and visitors) complete and sign a liability release. If **YOU** as a member encounter visitors on the property without a visitors pass please direct them to the office so that we can insure that a release has been completed and a visitors pass has been issued.

If **YOU**, as a member, open the gate and allow visitors to pass through - **YOU** are responsible to see that the release has been completed, and **YOU** are liable for them until they sign a release. Releases are available in the mailboxes near the office for those times the office is closed. There are also releases available in the kitchen and in the back shop.

If you do not want to, or do not have the time to, ensure that the releases are completed - then please graciously explain that the train park is closed to visitors and that the open hours are normally (Winter - 10:00 AM until 2:00 PM)(Summer - 9:00 AM until 3:00 PM) Monday through Friday. To arrange other hours visitors should call the office at 541-783-3030.

Join Train Mountain now!!

Please Use the Online App to Register or Join-- <https://trainmtn.org/tmrrmembers/>

Train Mountain is a NO SMOKING Facility

During recent events, many Members and their Guests have been ignoring this policy. There are only three designated smoking areas at Train Mountain:

- (1) Outside the front of the Backshop**
- (2) Outside the east door of the Hall of Flags**
- (3) Outside the Motor Pool (Maintenance Building)**

Due to the high fire danger at Train Mountain during the summer, we have zero tolerance for anyone smoking outside one of the designated areas.

There is NO SMOKING anywhere out on the track!

Members, Guests, and Visitors that continue to violate the Train Mountain Smoking Policy may be asked to leave.

What is Amazon Smile?

In a nutshell, it is a way for Train Mountain to receive 501c3 donations from Amazon.

According to Amazon: AmazonSmile is a simple and automatic way for you to support your favorite charitable organization every time you shop, at no cost to you. When you shop at smile.amazon.com, you'll find the exact same low prices, vast selection and convenient shopping experience as Amazon.com, with the added bonus that Amazon will donate a portion of the purchase price to your favorite charitable organization. You can choose from nearly one million organizations to support.

When you go to Amazon Smile, choose Train Mountain Institute as your charity. In order for this to work, you must always start from Amazon Smile. Then all else is the same, your account, wish lists, etc. Also available is a direct link: <http://smile.amazon.com/ch/27-4031025> for the TMI account.

The AmazonSmile Foundation will donate 0.5% of the purchase price from your eligible AmazonSmile purchases. I found that just about everything I purchased lately is eligible.

If we can get a large number of Train Mountain supporters to take advantage of the Amazon Smile program, this could result in sizable donations to Train Mountain.

[Click here for more information.](#)

Gate Code

Due to security concerns, the Gate Code for the Train Mountain Main Gate may be changed at any time without notice. Any Member planning to arrive at Train Mountain when the Office is closed will need to contact the Office prior to arrival to ensure they have the current Gate Code.

The Gate Code was changed on July 12, 2018

Join Train Mountain now!!

Please Use the Online App to Register or Join-- <https://trainmtn.org/tmrrmembers/>

CLASSIFIEDS

2018 Triennial Video is available now!

The 2018 Train Mountain Triennial video from Aaron Bentsen at 7Idea Productions is now available through this link (<https://trainmtn.org/tmrrmembers/videosales1.aspx>) or the main office at Train Mountain. Give them a call at 541-783-3030 and get a copy on the way to your place. It's \$29.95 for the video. A most enjoyable video shot by a true video artist and of course our favorite subject, Train Mountain! Please have patience, as we are still trying to get this all organized.

Our good friend Jim over at Discover Live Steam has placed ads for us on his terrific website, thanks Jim. discoverlivesteam.com

Did you see the great article and front cover story from the November / December 2015 issue of Live Steam and Outdoor Railroading? It is a great article covering the 2015 Triennial. and the great gang of folks that hang around the place and put on terrific live steam train meets. Pretty cool! [web: livesteam.net](http://web:livesteam.net)



The 2018 Triennial video will be released in the Fall of 2018, hopefully in October.

HAVE SOMETHING YOU WANT TO SELL?

Place an ad in the Gazette!
1/8 Page: \$25/month or \$250/year
1/4 Page: \$40/month or \$400/year
1/2 Page: \$70/month or \$700/year
Full Page: \$125/month or \$1250/year

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Contributors: TMRR BOD, Friends, TMI
Photos: Tom Watson



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Please Use the Online App to Register or Join-- <https://trainmtn.org/tmrrmembers/>

CLASSIFIEDS

Castings, frames, and new boiler available for 18" gauge locomotive. This is modeled after the locomotive at The Nut Tree Railroad in Vacaville, CA. This stuff belongs to Fred Kepner, who lives off the grid and is difficult to contact. He is asking \$9500, OBO. Anyone seriously interested, can email Tom at twatson703@gmail.com, and I can email you the history of these parts and how to contact Fred.



Located only 1.5 miles off Hwy 97 in Downtown Chiloquin in the same building as the Post Office
212 1st Avenue, Chiloquin, OREGON 97624 -- Phone: (541) 783-0988



Crater Lake/ Train Mountain Vacation Rentals

Crater Lake Chalet

Located on Hwy 422, only 1 mile off Hwy 62 and 2 miles from Hwy 97 in the Chiloquin area. This house is at north end of Train Mountain



and contiguous to Train Mountain.



This comfortable house sits on 35 beautiful acres. 2 bedrooms and 2 bathrooms.

Can sleep up to 6 people.

Panoramic View Ranch House /

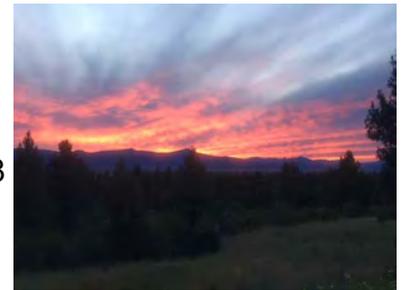
Crater Lake
This ranch house is located on Hwy 62, and attaches to the west side of Train Mountain.



The 56 acres of land features

panoramic views of Agency Lake and the Cascades. Enjoy a peaceful and private experience. 4 bedrooms and 2 bathrooms.

Can sleep up to 8 people.



For more information please call: **Julie 415-756-3943** or **Mike 415-420-9026**

10% off for train mountain members

www.getawayvacationhome.com

Crater Lake Junction Travel Center

34005 Hwy 97 N
Chiloquin, OR 97624
541-783-9800

The Crater Lake Junction Travel Center opened for business in 2010, and is owned by the Klamath, Modoc and Yahooskin Tribes. Open 24 hours a day and located just next door to Kla-Mo-Ya Casino as you enter, this travel center offers competitive fuel prices and many convenience items.

Travelers can fuel up with gas, diesel, or propane. Stop in for a snack or soda, or grab a quick meal featuring Mexi-Go or Mountain Fresh Pizza. Free Wi-Fi, a comfortable lounge with large screen TVs, laundry and shower facilities, and ATMs are all available.

Make sure to ask for a Crater Lake Junction Travel Center rewards membership card so that you can earn points for each purchase and visit. Your earned points can be applied toward future purchases.

Truckers, ask about trucker services and benefits for each visit. Convenience items and truck accessories are for sale, along with many useful daily provisions.

Come enjoy the warmth and excitement of Kla-Mo-Ya casino.

Crater Lake National Park

Crater Lake National Park is located off Highway 62, just 34 miles from Kla-Mo-Ya Casino and the Crater Lake Junction Travel Center. After playing and fueling up, discover the world-famous beauty and amazing history of Crater Lake. Groups and parties, ask about casino shuttle service for your outing or adventure.